

AL-V-A-053

Hoffman Drainage Tunnel  
Clarysville  
Private

1906

The Hoffman Drainage Tunnel was constructed between 1903 and 1906 by the Consolidation Coal Company to drain the bottom of the Hoffman Mine (Mine No. 3), which at that time was the longest slope mine in the country, 7100 feet. It runs from the lowest point in the Georges Creek Coal Basin near New Shaft east to a point on Preston's Run (commonly known as Braddock's Run), approximately  $\frac{1}{2}$  mile north of Clarysville, a distance of 2 miles at a grade of .3551 per cent.

## INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

AND/OR COMMON

Hoffman Drainage Tunnel

**2 LOCATION**

STREET &amp; NUMBER

Route 55, west side, approx. ½ mile south of intersection with Route 40

CITY, TOWN

Clarysville

☒ VICINITY OF

CONGRESSIONAL DISTRICT

6th

STATE

Maryland

COUNTY

Allegany

**3 CLASSIFICATION**

## CATEGORY

☐ DISTRICT☐ BUILDING(S)☒ STRUCTURE☐ SITE☐ OBJECT

## OWNERSHIP

☐ PUBLIC☒ PRIVATE☒ BOTH

## PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

## STATUS

☐ OCCUPIED☒ UNOCCUPIED☐ WORK IN PROGRESS

## ACCESSIBLE

☐ YES: RESTRICTED☐ YES: UNRESTRICTED☒ NO

## PRESENT USE

☐ AGRICULTURE☐ MUSEUM☐ COMMERCIAL☐ PARK☐ EDUCATIONAL☐ PRIVATE RESIDENCE☐ ENTERTAINMENT☐ RELIGIOUS☐ GOVERNMENT☐ SCIENTIFIC☐ INDUSTRIAL☐ TRANSPORTATION☐ MILITARY☒ OTHER None**4 OWNER OF PROPERTY**

NAME

Consolidated Fuel Company

Telephone #: 301-689-8895

STREET &amp; NUMBER

Depot Road

CITY, TOWN

Frostburg

☐ VICINITY OF

STATE, zip code

Maryland 21532

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE

REGISTRY OF DEEDS, ETC

Allegany County Courthouse

Liber #:

Folio #:

STREET &amp; NUMBER

30 Washington Street

CITY, TOWN

Cumberland

STATE

Maryland 21502

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

## 7 DESCRIPTION

AL-VA-053

### CONDITION

☐ EXCELLENT  
☐ GOOD  
☐ FAIR

☒ DETERIORATED  
☐ RUINS  
☐ UNEXPOSED

### CHECK ONE

☒ UNALTERED  
☐ ALTERED

### CHECK ONE

☒ ORIGINAL SITE  
☐ MOVED      DATE \_\_\_\_\_

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DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Hoffman Drainage Tunnel was constructed between 1903 and 1906 by the Consolidation Coal Company to drain the bottom of the Hoffman Mine (Mine No. 3), which lies below the water line. It runs from the lowest point in the Georges Creek Coal Basin near New Shaft east to a point on Preston's Run (commonly known as Braddock's Run), approximately  $\frac{1}{2}$  mile north of Clarysville, a distance of 2 miles at a grade of .3551 per cent.<sup>1</sup> (See copy of 1928 Insurance Map). The tunnel is no longer intact. The only visible portion of the tunnel is the outlet near Clarysville, which has a concrete faced arched opening flanked by concrete wing walls.

Just south of the tunnel outlet are ruins of stone abutments which once supported a bridge that carried the C & P Railroad over Preston Run.

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1

Maryland Geological Survey, Second Report on the Coals of Maryland, (Baltimore: The Johns Hopkins Press, 1920), p. 170.

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input checked="" type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1906

BUILDER/ARCHITECT S. Graff Haverstik, Engineer

## STATEMENT OF SIGNIFICANCE

The Hoffman Drainage Tunnel, completed in 1906, is significant as a historic engineering feat. It successfully drained the bottom of the Hoffman Mine slope, which at the time was the longest slope mine in the country, 7100 feet. An auxiliary tunnel,  $\frac{1}{2}$  mile long was driven to connect the drainage system of the southern portion of Consol's property with that of the northern. These two systems included: the Midland Drainage Tunnel (1887), (See AL-VI-B-257), .10 mile long and a .6 mile long ditch which drained the southern end and the Allegany Water Ditch (1881), (See AL-V-A-273), .8 mile long which, drained the northern end. These tunnels and ditches combined with the Hoffman Drainage Tunnel drained the entire property of the Consolidation Coal Company.<sup>2</sup>

S. Graff Haverstik was one of Consol's engineers that was instrumental in the design of the tunnel. The Jenkins family, a local family, supervised the construction.<sup>3</sup> It was begun in four sections which were driven towards each other.<sup>4</sup>

During the time of construction and afterwards the tunnel was forbidden territory for all of Consol's coal miners. Bathouses were provided at New Shaft for only those men that worked on the tunnel, other miners were not permitted this benefit.<sup>5</sup>

2

Ibid.

3

Anton Urbas, Vale Summit, MD. Interview October 22, 1982.

4

Philip Jenkins, Frostburg, MD. Interview December 10, 1980.

5

Urbas, 10/22/82.

CONTINUE ON SEPARATE SHEET IF NECESSARY

## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Jenkins, Phillip. Frostburg, MD. Interview 12/10/80.

AL-V-A-053

Maryland Geological Survey. Report on the Coals of Maryland. Baltimore:  
The Johns Hopkins Press, 1905.

\_\_\_\_\_. Second Report on the Coals of Maryland. Baltimore: The Johns  
Hopkins Press, 1920.

CONTINUE ON SEPARATE SHEET IF NECESSARY Urbas, Anton. Vale Summit, MD.  
Interview 10-22-82.

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

### VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

## 11 FORM PREPARED BY

NAME/TITLE

Donna Ware, Historian

ORGANIZATION

Maryland Historical Trust/Bureau of Mines

DATE:

October 1981

STREET & NUMBER

Shaw House 21 State Circle

TELEPHONE

301-269-2438

CITY OR TOWN

Annapolis,

STATE

Maryland 21401

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438

# HOFFMAN DRAINAGE TUNNEL

AL-V-A-053

West side of Route 55, Clarysville  
ca. 1903

In 1903 the Consolidation Coal Company undertook the construction of a drainage tunnel to facilitate drainage in the Hoffman Mine. The tunnel took three years to complete and runs through Hoffman slope discharging water into Braddock Run. The water is carried through bored conduits four to six feet in circumference for a distance of one mile. A cement face with the dates 1903 - 1906 carved on it has been placed over the mouth of the tunnel.

## MARYLAND HISTORICAL TRUST

AL-V-A-053

0102480715

## INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

Hoffman Drainage Tunnel

AND/OR COMMON

**2 LOCATION**

STREET &amp; NUMBER

Route 55, West side

CITY, TOWN

Clarysville

☒ VICINITY OF

CONGRESSIONAL DISTRICT

Sixth

STATE

Maryland

COUNTY

Allegany

**3 CLASSIFICATION****CATEGORY**

☐ DISTRICT  
☐ BUILDING(S)  
☐ STRUCTURE  
☒ SITE  
☐ OBJECT

**OWNERSHIP**

☐ PUBLIC  
☐ PRIVATE  
☐ BOTH

**PUBLIC ACQUISITION**

☐ IN PROCESS  
☐ BEING CONSIDERED

**STATUS**

☐ OCCUPIED  
☐ UNOCCUPIED  
☐ WORK IN PROGRESS

**ACCESSIBLE**

☐ YES: RESTRICTED  
☐ YES: UNRESTRICTED  
☐ NO

**PRESENT USE**

☐ AGRICULTURE ☐ MUSEUM  
☐ COMMERCIAL ☐ PARK  
☐ EDUCATIONAL ☐ PRIVATE RESIDENCE  
☐ ENTERTAINMENT ☐ RELIGIOUS  
☐ GOVERNMENT ☐ SCIENTIFIC  
☐ INDUSTRIAL ☐ TRANSPORTATION  
☐ MILITARY ☐ OTHER

**4 OWNER OF PROPERTY**

NAME

Maryland State Roads Commission

Telephone #:

STREET &amp; NUMBER

Braddock Road

CITY, TOWN

LaVale,

☒ VICINITY OFSTATE, zip code  
Maryland 21502**5 LOCATION OF LEGAL DESCRIPTION**COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Allegany County Courthouse

Liber #: 439

Folio #: 272

STREET &amp; NUMBER

30 Washington Street

CITY, TOWN

Cumberland,

STATE

Maryland

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION**

AL-V-A-053

**CONDITION**☐ EXCELLENT☐ GOOD☐ FAIR☐ DETERIORATED☒ RUINS☐ UNEXPOSED**CHECK ONE**☒ UNALTERED☐ ALTERED**CHECK ONE**☒ ORIGINAL SITE☐ MOVED      DATE \_\_\_\_\_

---

**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

The Hoffman Drainage Tunnel is located on the west side of Route 55 just south of Clarysville.

The Hoffman Tunnel was used to drain water from the Hoffman Mines. The tunnel was two miles in length and was supported by wooden beams on the interior. A cement face was added to the entrance of the tunnel in the early 20th century.

CONTINUE ON SEPARATE SHEET IF NECESSARY



**8 SIGNIFICANCE**

AL-V-A-053

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1903 - 1906

BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

The Hoffman Mine had long had problems with poor ventilation and drainage which resulted in a disease the miners called "black damp." In 1885, the first ventilating fan was installed by Consolidation Coal Company in its Hoffman Mine.<sup>1</sup> While this alleviated the ventilation problem somewhat, it did nothing to facilitate drainage and thereby keep the miners from standing in pools of water while they worked. "A structural lag in the strata beneath the Hoffman mines had frequently resulted in water accumulating to a depth of one and a half feet in some of the active shafts."<sup>2</sup> In 1903 the Consolidation Coal Company undertook the construction of a drainage tunnel to correct the condition. The tunnel took three years to complete and ran through Hoffman slope discharging water into Braddock Run in Clarysville. Water was carried through bored conduits four to six feet in circumference over a distance of one mile.<sup>3</sup>

Although the tunnel is in poor condition, and the Hoffman mine is no longer in use, water is still transported from one side of Hoffman slope to the other.

- 1 Katherine A. Harvey. The Best Dressed Miners (Ithaca, N.Y.: Cornell University Press, 1969) p. 45
- 2 Harry Stegmaier, Jr. Allegheny County - A History (Parsons, West Va.: McClain Printing Company, 1976) p. 227
- 3 *ibid* p.227

CONTINUE ON SEPARATE SHEET IF NECESSARY

## MAJOR BIBLIOGRAPHICAL REFERENCES

ML-V-A 053

Allegany County Land Records, Cumberland, Maryland  
Harvey, Katherine A., The Best Dressed Miners (Ithaca, N.Y.: Cornell University Press, 1969)  
Stegmaier, Harry, Jr. Allegany County - A History (Parsons, West Va. McClain Printing Company, 1976)

CONTINUE ON SEPARATE SHEET IF NECESSARY

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

### VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

## 11 FORM PREPARED BY

NAME / TITLE

John Nelson & Joan Baldwin

ORGANIZATION

Allegany County Historic Sites Surveyors

DATE

1/5/77

STREET & NUMBER

507 National Highway

TELEPHONE

777-8991

CITY OR TOWN

LaVale.

STATE

Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

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RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438

INVENTORY NO. A1-V-A-053

DATE: 12/15/76

439/272

REMODELING: Drastic, moderate, minor None

NAME OF PROPERTY: Hoffman Drainage Tunnel

LOCATION OF PROPERTY: Rt 55 W side Clarysville

DIRECTION DWELLING FACES: East

NAME OF OWNER: M.D. State Roads Commission (USE)

ADDRESS: Braddock Rd.

Lavals

729-1600

STORIES: 1( ) 2( ) 3( ) 4( ) 5( ) 6( ) BAYS: 1( ) 2( ) 3( ) 4( ) 5( ) 6( ) 7( ) ( )

WINGS, ADDITIONS:

Tunnel Length 2 Miles

Dwelling Shape: (square, cross, rectangular)

Log Beam Supports

WALL CONSTRUCTION:

Cement Face

- ( ) FRAME: Bevel, clapboard, weatherboard, wood shingles, board & batten (type?)
- ( ) BRICK: Bond type- common, English, Flemish. Sketch variants.
- ( ) STONE: Bond type- rubble, ashlar (random or regular), quoins-plain, rusticated
- ( ) LOG
- ( ) Other: Coverings

WALL FEATURES: BELT COURSE, PILASTERS, OTHERS \_\_\_\_\_

FOUNDATIONS: HIGH, LOW, BRICK, STONE

WATER TABLE: NONE, PLAIN, BEVELED, MOULDED BRICK

WINDOWS, TRIM, SHUTTERS: 1/1( ) 2/2( ) 6/6( ) 9/6( ) 9/9( ) other( )  
pegged ( ) nailed( ) wide ( ) narrow ( ) mitred ( ) pediment ( )

ENTRANCE, DOORS: LOCATION: \_\_\_\_\_

HARDWARE: original( ) replaced( )

FAN LIGHT, TRANSOM, SIDE LIGHTS, PLAIN

Paneled, Verticle, Horizontal Boards

CORNICE, BARGE, EAVES: (crown, fascia, soffit, bed)

original( ) replaced( ) Rafter Ends, Modillions, Dentils, Frieze, Architrave

ROOF: GABLE FRONT, GABLE FLANK, HIP, SHED, HANSARD, GAMBREL, FLAT, FORMERS # \_\_\_\_\_

MATERIAL: wood shingles, slate, tin, asphalt original( ) replaced( )

PORCHES: SHAPE OF ROOF - shed( ) hip( ) gable( )

CHIMNEYS: NUMBER \_\_\_\_\_ BRICK( ) STONE( ) CORBELLED( ) original( ) replaced( )

LOCATION: Flush end( ) Inside end( ) Outside end( ) Central( ) Interior( )

ARCHES: Door and window: Keystone, Flat, Segmental, Semicircular

COMMENTS:

Use - Drainage

Significance - Arch Industry

Date Constructed - 1963 - 1906

Condition - Deter

## I. Brief History

### The Hoffman Drainage Tunnel

The Hoffman Drainage tunnel was an engineering triumph of its age. Built in the period 1903 through 1906, it was hand-driven through solid rock for 2 miles to provide an outlet for water that was flooding the coal mines. The water had proven to be too much for the steam pumps, and coal production was stagnating. After an engineering survey of the tunnel project by the Consolidation Coal Company, a contract was let to Mr. Phillip Jenkins, Sr. of Wales. Work was begun from both ends in November of 1903 by Jenkins' four sons, William, Edward, James, and Phillip, Jr.

This work was different from coal mining. The Jenkins crew were familiar with hard rock mining from their native Wales. To speed progress, a shaft was sunk 181 feet deep inside Hoffman Mine number 3. From the bottom of this, the men dug in both directions, giving 4 working faces.

The tunnel proceeds in a straight line, except for an 18 degree turn located some 400 feet from the east (exit) portal. The tunnel is a uniform 8 feet in height and width, and follows a downgrade of some 1/3 percent. This put the exit 40 feet lower than the drainage area in the mine, but more than adequate for adequate flow. The excavation work proceeded in three shifts per day, involving blasting through hard rock. Working conditions were described as "wretched" due to the cold water seepage. The men worked in rubber waders. A pump was added near the exit, at the horseshoe curve of the Eckhart Branch of the C&P railroad, to help control the flow. The miners used lard oil lamps for illumination. Drilling for the blasts was done by hand, with a three man crew. The excavated rock was removed through Hoffman number 3 mine, and dumped on the slate banks.

Later, a mule was lowered into the central shaft, and served there for 6 months. William Jenkins was in charge of the dynamite, and his brother James was supervisor of the digging. They stayed in the nearby Clarysville Inn while the work was proceeding. During the dig, there were only 2 accidents, and only 1 man died. The project cost \$300,000.

The tunnel was punched through on Saturday, July 21, 1906 at 9 pm. It was found to be off by less than three inches. The Frostburg Mining Journal of Sept. 15, 1906, proclaimed, "The Great Work Complete." Inside the mines, the pumps were silenced, and gravity took over to lower the water level. It is estimated that 9,000,000 gallons of water were drained in 24 hours.

The impact on the coal workings was immediate. A tremendous amount of coal, previously inaccessible, was now available. Over 50 additional men were working the coal. In addition, conditions in the mines improved. Thirteen miles of mine drainage ditches fed the tunnel. Observers noted in the *Cumberland News* of 1906 that the volume

of water carried by Braddock Run was ten times greater, with 2 months of the tunnel opening. The red coloration and the odor of sulfur was noted as far downstream as Wills Creek in the Narrows.

Tunnel maintenance was maintained until about 1953. The mines stopped working around 1960. As of February 2000, the concrete portal arch at the east or drainage end is still standing. The overburden upstream for some 30 meters is gone, and some timbering can be seen in the stream bed. The water seems to emerge upward from the end of a blind canyon, and flow through the arch. The inscription on the arch can still be clearly read: "1903-1906, Hoffman Drainage Tunnel, Length 2 miles."

The east end of the tunnel, with its associated concrete arch is located next of one of the bridge abutments that carried the C&P horseshoe curve over the creek at that point. The water flow in Feb. 2000 was quite brisk, with no obvious smell of sulfur, but with a decided red tinge to the water.

#### References

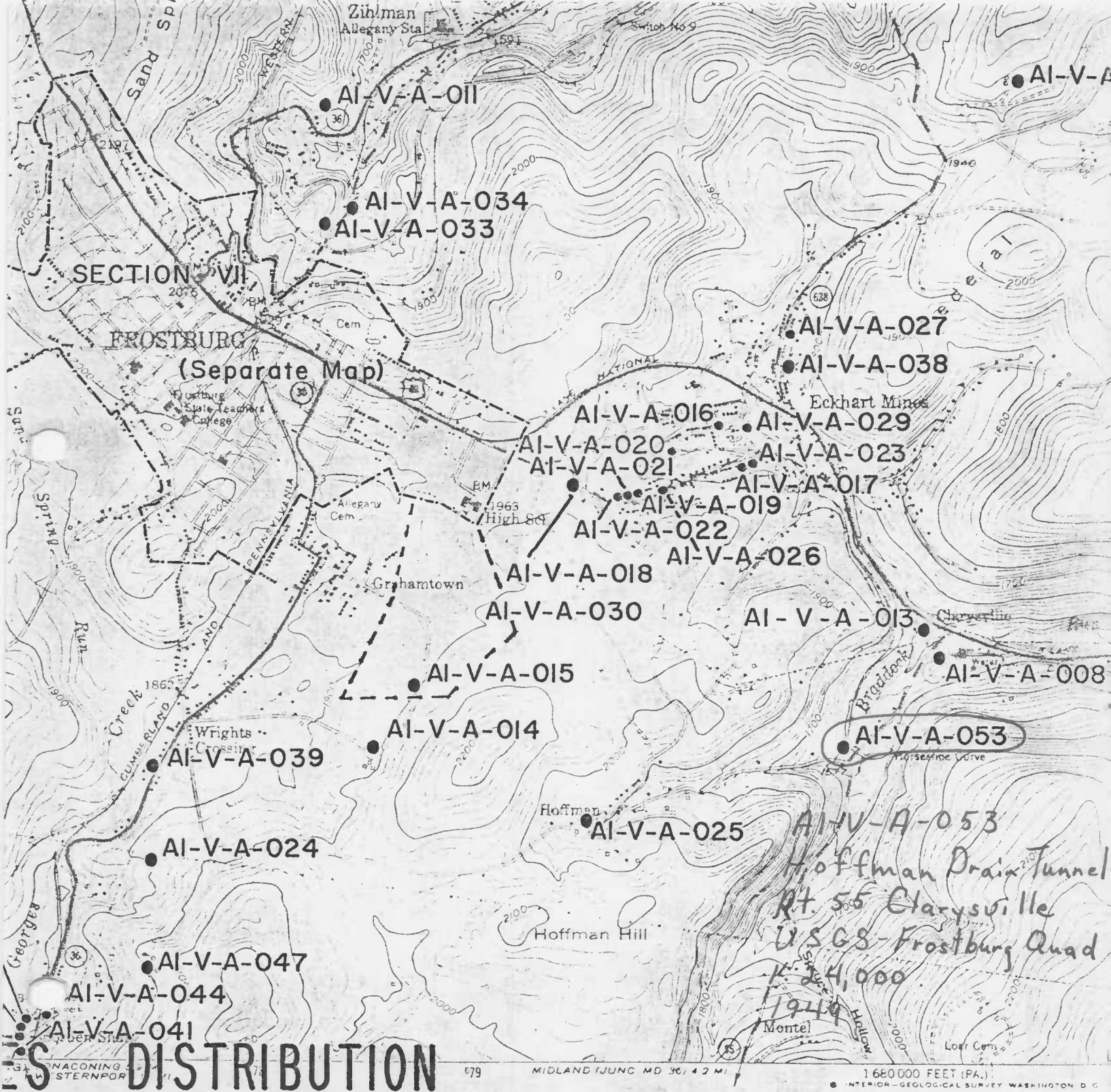
1. Stegmaier, Jr. , Harry; Dean, David; Kershaw, Gordon; Wiseman, John; *Allegany County - A History*, Parsons, WV: McClain Printing Co. 1976, pp 227.
2. Harvey, Katherine A. *The Best-Dressed Miners - Life and Labor in the Maryland Coal Region 1835-1910*, 1969, Cornell University Press.
3. Cordts, Jeanne M. "The Hoffman Drainage Tunnel: A Remarkable Underground Achievement," J. Alleghenies, Vol. XIII, 1977.
4. Van Newkirk, Betty, Tunnel Visions," J. Alleghenies, Vol. XXXI – 1995, pp. 69.
5. Frostburg Mining Journal, various, 1903-1906. Particularly, July 28, 1906.

Pat Stakem  
8816 Churchfield Lane  
Laurel, MD 20708  
March 25, 2000



Frostburg, MD-PA  
USGS 7.5 Minute Series  
Scale 1:24,000  
1949; photorevised 1974

AL-V=A-053  
Hoffman Drainage Tunnel  
Route 55, west side, approx.  
1/2 mile south of intersection  
with Route 40



1680000 FEET (PA.)  
INTERIOR - GEOLOGICAL SURVEY WASHINGTON D.C.





A1-V-A-053

Hoffman Drainage Tunnel

Rt. 55, Clarysville

12/15/76

West

John E. Nelson



AI-V-A-053

Hoffman Drainage Tunnel

Rt. 55, Clarysville

12/15/76

South

John E. Nelson



A1-C-A-053

Hoffman Drainage Tunnel

985'



A1-V-A-053

Hoffman Drainage  
Tunnel

1985





H/V-A-053

Hoffman Driveway  
Tunnel

1585



A1-V-A-053

Hoffman Drainage Tunnel

1953

1953



CMG. 233

AL-V-A-053

Hoffman Drainage  
Tunnel

3/2000

P. Staxen